# 3.11 Recreation

## Review of EIS Section and Previous Analysis

The 1992 Final EIS evaluated project alternatives that had a variety of impacts on existing and proposed recreation facilities within the study area. Table 3.11-1 summarizes the existing and proposed park and recreation facilities discussed in the 1992 Final EIS.

**TABLE 3.11-1**
Changes to Recreation Facilities

| Recreation Facility (Ownership) | 1992 | 2005 |
|---|---|---|
| Marymoor Park (King County) (640 acres) | Multiuse park with sports fields, museum, trails, picnic and play areas, a bicycle racing track (velodrome), and other uses; Proposed National Bicycle Center near SR 520; 1.5 million annual users; 525 acres | National Bicycle Center no longer planned; modular recreation and event area planned; 3 million annual users; 640 acres |
| Bear Creek Park (City of Redmond) (4.5 acres) | Proposed open space park with minimal development | Land acquired and currently undeveloped; trail through park under construction |
| Anderson Park (City of Redmond) (2.8 acres) | Multiuse park more than one-quarter mile from project corridor | No change |
| | **Trails** | |
| Sammamish River Trail (East) (King County) | Proposed | Proposed |
| Sammamish River Trail (West) (King County) | Crosses under SR 520 | No change |
| East Lake Sammamish Trail (King County) (Burlington Northern Railroad right-of-way) | Proposed | Under construction |
| Bear Creek Trail (City of Redmond) | Proposed | Section between Sammamish River and SR 202 constructed; proposed to continue on north side of Bear Creek east of SR 202 |
| | **Bike Lanes** | |
| Avondale Road, 178th Place NE, 180th Avenue NE (City of Redmond) | Proposed | Constructed |
| Leary Way, SR 202 (City of Redmond) | Proposed | Not constructed; west side of SR 202 still planned; east side of SR 202 no longer proposed |
| SR 520 (WSDOT) | Class III bikeway; bicycles allowed on paved shoulder | No change |

The 1992 Final EIS air quality analysis modeled CO concentrations and found that the maximum 8-hour CO concentration with the project improvements would be higher than the No-Action Scenario at two receptor locations within park and recreation areas. These projected levels, however, were well below the CO standard and were lower than existing condition levels.

The 1992 Final EIS noise analysis identified noise impacts at two locations within park and recreation areas. One location, near the proposed Bear Creek Trail, would still be below the FHWA NAC for the land use category at the time, which was commercial and light industrial. The second location, in Marymoor Park between SR 520 and the velodrome, would be above the FHWA NAC for park lands.

The 1992 Final EIS No-Action Scenario increased congestion adjacent to recreation facilities, which resulted in deteriorating air quality and increased noise experienced by nearby park and trail users.

The 1992 Final EIS predicted that temporary construction impacts, such as dust, noise, and air emissions from construction equipment and paving activities, would affect users at Marymoor and Bear Creek Parks and along area trails. Intermittent trail closures of the Sammamish River Trail, which runs under SR 520, were expected to ensure the safety of trail users. Construction mitigation measures proposed in the 1992 Final EIS included requiring the contractor to take reasonable precautions to avoid dust emissions to the atmosphere and restricting construction activities during morning and afternoon commute hours to minimize traffic congestion and subsequent vehicle emissions. Noise-control devices for construction equipment were proposed to minimize noise impacts.

Four of the five alternatives evaluated in the 1992 Final EIS required right-of-way acquisition from recreation facilities; however, the project improvements avoided right-of-way acquisition and direct impacts to Marymoor Park and the proposed Bear Creek Park. Operational mitigation included a traffic barrier on the south side of SR 520 to decrease noise impacts to Marymoor Park users and a retaining wall was designed at the eastbound SR 202 off-ramp to avoid right-of-way acquisition in Marymoor Park.

# Methodology

The recreation study area was limited to the facilities adjacent to or intersected by the project footprint. To determine existing conditions, the recreation discipline team visited the park and trail facilities and reviewed the parks and trails sections of the *City of Redmond Comprehensive Plan* (City of Redmond 2005c). The team also used air quality and noise studies for this project to evaluate any changes in air quality and noise that might affect recreational users in the project vicinity.

# Coordination Efforts

The recreation discipline team discussed current development plans with the City of Redmond Department of Recreation and Arts and the King County Parks and Recreation Division.

# Affected Environment

Since 1992, the City of Redmond and surrounding communities have experienced substantial population growth and increased demand on recreation facilities. Redmond has added over 10,000 residents and grown approximately 33 percent between 1990 and 2005, while all of King County has added over 300,000 residents and grown approximately 20 percent during that time (Washington State Office of Financial Management 2005). A growing population increases the demand for and use of recreational facilities in this area.

Marymoor Park has grown by 115 acres since 1992 and is currently proposing installing an approximately 200,000-square-foot, asphalt-paved activity area in the existing soccer field and special events area. This paved area could be used for large special-event shows and other recreational activities such as basketball, skateboarding, and inline skating. This area may also be used for additional parking at times (Gaynor 2005; Lipe 2005). These additional activities and events would increase the use of the park area closest to SR 520 throughout the year.

The City of Redmond has proposed a trail between Marymoor Park and the Redmond Town Center, which would cross over or under SR 520 to connect the East Lake Sammamish Trail to the Bear Creek Trail and the Sammamish River Trail (Ho 2004). The location for this crossing has not been identified.

# Impacts

## Construction

Impacts on park and recreation users evaluated in the 1992 Final EIS remain essentially the same, except today there are more park and recreation area users because of construction of the Bear Creek Trail and a general increase in use of Marymoor Park due to population growth in the area. Park and trail users might experience temporary construction impacts, including dust, noise, and hydrocarbon emissions from construction equipment and paving activities. Temporary and intermittent closures of the Sammamish River Trail could be associated with construction of the bridges over the Sammamish River. This typically would occur when bridge girders would be set into place above the trail. Closure notices for trail users would be posted along the trail in advance as well as coordinated with King County Parks and Recreation Division, the City of Redmond, and local bicycle interest groups. Trail user safety would be given the highest priority. During the bridges final design WSDOT engineers would examine construction alternatives that would allow the trail to remain open during construction. Bicycles would also be prohibited from SR 520 during construction for user safety.

## Operation

The project impacts on noise and air quality at Marymoor Park would change minimally from those described in the 1992 Final EIS. By expanding SR 520 away from Marymoor Park, traffic congestion would decrease, resulting in a decrease in existing noise impacts to park users and an improvement in air quality. A new noise analysis, completed in 2006 as part of this

addendum, found noise impacts to receivers in Marymoor Park would actually be less than predicted in 1992. Noise and air quality impacts to Bear Creek Park users are expected to be minimal, and the City of Redmond plans to keep this park undeveloped except for the planned multiuse pathway that would encourage users to pass through the park. Because of this limited development in the park, users would likely not spend extended periods of time there, which would limit their exposure to noise or air quality effects.

The proposed project would move the roadway approximately 60 feet closer to Bear Creek Trail users between SR 202 and the Sammamish River; however, no noise or air quality impacts to trail users are expected. An existing buffer of dense riparian vegetation would continue to provide a visual barrier, although the occasional views may increase due to the reduced density of the buffer. During operation of the Project, noise levels along the trail would increase one to 2 db, from the existing level of 65 db to 66 db in the morning and 67 db in the afternoon. The FHWA noise abatement category for this land use is 66 db; however it is not consider reasonable to mitigate this impact with a noise wall at this location. (See the *Noise Technical Memorandum* [WSDOT 2006].) The City of Redmond is currently planning an at-grade trail crossing of SR 202 to connect segments of Bear Creek Trail between Redmond Town Center south of SR 202 and Bear Creek Park north of SR 202 (Figure 3.11-1).

The project would also now include a widened sidewalk that would safely accommodate bicycles and pedestrians on the right-hand side of the SR 202 westbound flyover ramp that would connect to NE 76th Street. This pathway would provide a safe alternative for bicyclists and pedestrians to cross the unsignalized flyover ramp while traveling on SR 202. From NE 76th Street, bicyclists and pedestrians would be able to cross under SR 520 and return to SR 202 on the north side of the flyover ramp. This pathway would also create a safe route for East Lake Sammamish Trail users to get from the existing trail end at approximately NE 70th Street to the Bear Creek Trail on the north side of the SR 520/SR 202 interchange. Currently the East Lake Sammamish Trail ends at the SR 520 right-of-way, north of NE 70th Street. With construction of this bicycle and pedestrian pathway between SR 202 and NE 76th Street, trail users would be able to cross SR 202 at NE 70th Street and continue north on SR 202 to the flyover bicycle and pedestrian pathway to access NE 76th Street, SR 202, and the existing Bear Creek Trail (Figure 3.11-2). Bear Creek Trail pedestrian users would continue to be able to use the existing sidewalk along the south side of SR 202 to access the East Lake Sammamish Trail (Figure 3.11-2). Bear Creek Trail bicycle users would be able to use the new bike lane along the south side of SR 202 being constructed as part of the WSDOT SR 202/SR 520 to Sahalee Way Widening Project to access the East Lake Sammamish Trail (Figure 3.11-2).

Existing bicycle lanes discussed in the 1992 Final EIS would remain the same. As mentioned above, new bicycle lanes in both directions along SR 202 are being constructed as part of the WSDOT SR 202/SR 520 to Sahalee Way Widening Project. The proposed project would address additional bicycle lane and pedestrian connectivity issues. SR 520 through the study area would continue to be classified as a Class III bikeway; however, the width of the shoulders would increase from 7 to 8 feet to 10 feet.


Source: King County GIS (2005).

Proposed Trail or Bicycle Lane
Existing Trail
Park
Trail ROW
Project Footprint (Edge of Pavement)
Bridge

N

0 500 1,000
Approximate scale in feet

FIGURE 3.11-1

Existing and Planned Parks and Trails

SR 520/West Lake Sammamish Parkway to SR 202

File Path: P:\WSDOT\184764SR520\GIS\Layouts\ParksTrails.mxd

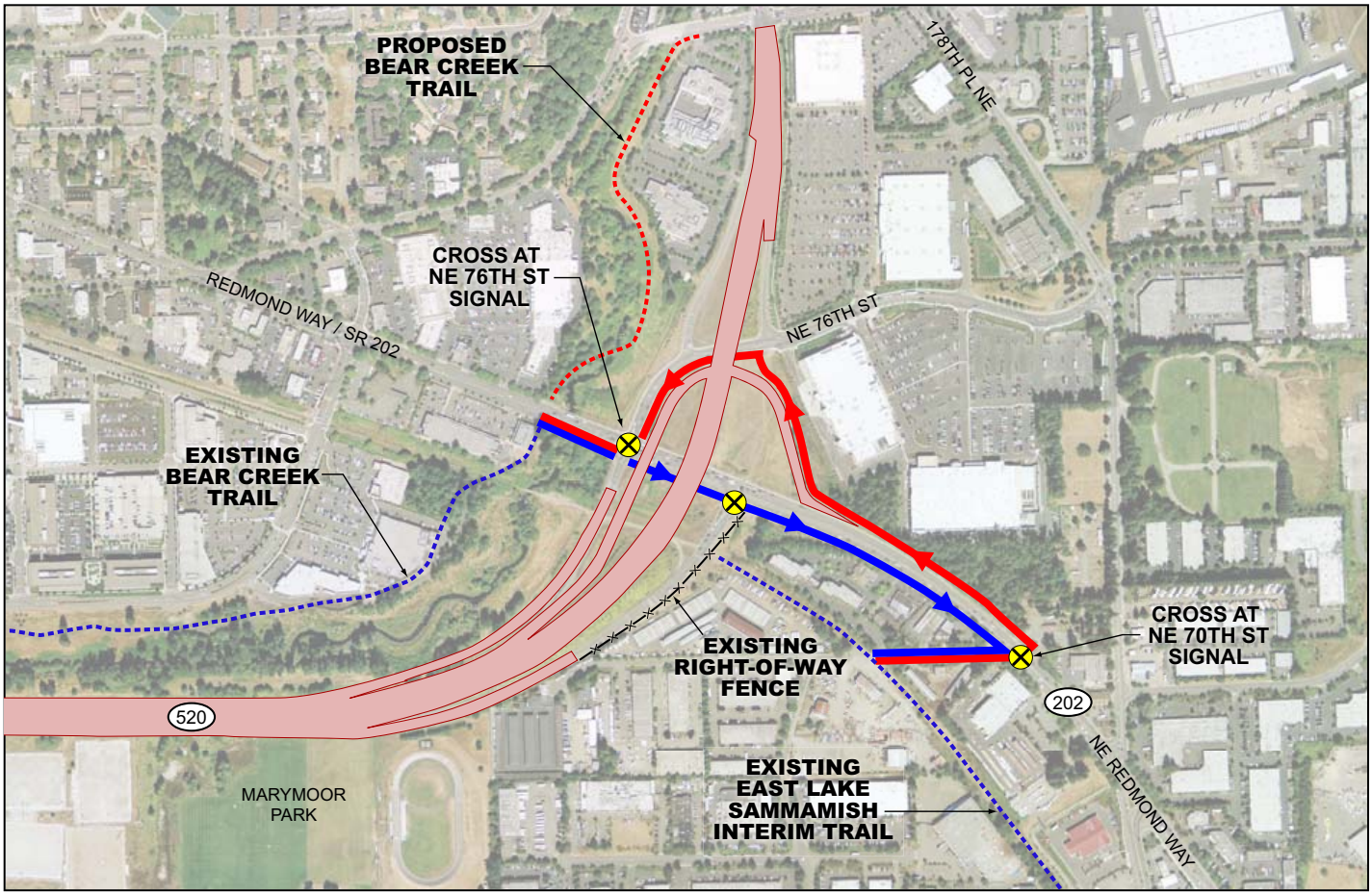


FIGURE 3.11-2
Proposed Pedestrian and Bicycle Routing at SR 520/SR 202 Interchange
SR 520/West Lake Sammamish Parkway to SR 202

184764.PD.06.20_T102005003SEA . Fig. 3.11-2 pedestrian_routes-v6.ai . 4/24/06 . dk

# Mitigation Measures

Construction mitigation measures for noise and air emissions identified in the 1992 Final EIS are still relevant and would be included in project construction to minimize temporary impacts to park and trail users. Signs would be posted to notify Sammamish River Trail users, East Lake Sammamish Trail users, and SR 520 bicyclists of closures and detour routes.